



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30958; Amdt. No. 513]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, May 29, 2014.

FOR FURTHER INFORMATION CONTACT: Harry Hodges, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

THE RULE

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, D.C. on April 25, 2014.

John Duncan
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, May 29, 2014.

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT
AMENDMENT 513
EFFECTIVE DATE MAY 29, 2014**

§95.3000 LOW ALTITUDE RNAV ROUTES

§95.3200 RNAV ROUTE T200

FROM	TO	MEA	MAA
IS AMENDED TO DELETE			
FOOTHILLS, GA VORTAC	RICHE, SC FIX	4800	8000
#EASTBOUND EXPECT 5000			
WESTBOUND EXPECT 6000			
RICHE, SC FIX	FLORENCE, SC VORTAC	2500	8000
#EASTBOUND EXPECT 5000			
WESTBOUND EXPECT 6000			

§95.3201 RNAV ROUTE T201

FROM	TO	MEA	MAA
IS AMENDED BY ADDING			
MEVAE, SC WP	TRUEX, SC WP	2200	7000
TRUEX, SC WP	FEGNO, NC WP	2400	7000
FEGNO, NC WP	NUROE, NC WP	2700	7000
NUROE, NC WP	BORTZ, NC WP	3900	7000
IS AMENDED TO DELETE			
COLUMBIA, SC VORTAC	LOCAS, NC FIX	2500	7000
#NORTHBOUND EXPECT 5000			
SOUTHBOUND EXPECT 6000			
LOCAS, NC FIX	JOTTA, NC FIX	4400	7000
#NORTHBOUND EXPECT 5000			
SOUTHBOUND EXPECT 6000			

§95.3202 RNAV ROUTE T202

FROM	TO	MEA	MAA
IS AMENDED BY ADDING			
GURSH, SC WP	AWRYT, SC WP	2400	8000
AWRYT, SC WP	RICHE, SC FIX	2400	8000
GANTS, NC FIX	ZADEL, NC WP	2700	8000
IS AMENDED TO READ IN PART			
HUSTN, NC FIX	FEGNO, NC WP	2500	8000
FEGNO, NC WP	GANTS, NC FIX	2600	8000

§95.3203 RNAV ROUTE T203

FROM	TO	MEA	MAA
IS AMENDED BY ADDING			
ANDYS, SC FIX	AWRYT, SC WP	2400	17500

AWRYT, SC WP	ROUTH, NC WP	2800	17500
ROUTH, NC WP	FADOS, NC WP	3400	17500
FADOS, NC WP	OREAD, NC WP	3500	17500
IS AMENDED TO DELETE			
COLUMBIA, SC VORTAC	LOCKS, SC FIX	2500	7000
#NORTHBOUND EXPECT 6000			
SOUTHBOUND EXPECT 7000			
LOCKS, SC FIX	BARRETT'S MOUNTAIN, NC VOR/DME	4900	7000
#NORTHBOUND EXPECT 6000			
SOUTHBOUND EXPECT 7000			
BARRETT'S MOUNTAIN, NC VOR/DME	PULASKI, VA VORTAC	6000	7000
#NORTHBOUND EXPECT 6000			
SOUTHBOUND EXPECT 7000			

§95.3206 RNAV ROUTE T206

FROM	TO	MEA	MAA
IS ADDED TO READ			
ENADE, NC WP	FADOS, NC WP	3000	17500
FADOS, NC WP	GOTHS, NC WP	3400	17500
GOTHS, NC WP	NUROE, NC WP	3400	17500
NUROE, NC WP	ZADEL, NC WP	3000	17500

§95.3214 RNAV ROUTE T214

FROM	TO	MEA	MAA
IS ADDED TO READ			
OREAD, NC WP	BORTZ, NC WP	3500	17500
BORTZ, NC WP	THMSN, NC WP	3400	17500
THMSN, NC WP	ZADEL, NC WP	2400	17500
ZADEL, NC WP	ORPEE, NC WP	2700	17500

§95.6001 VICTOR ROUTES-U.S

§95.6044 VOR FEDERAL AIRWAY V44

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PAWLING, NY VOR/DME	*ATHOS, NY FIX	3100
*8000 - MCA ATHOS, NY FIX , N BND		
GROUP, NY FIX	*ALBANY, NY VORTAC	**6000
*6000 - MCA ALBANY, NY VORTAC , S BND		
**2800 - GNSS MEA		

§95.6123 VOR FEDERAL AIRWAY V123

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CARMEL, NY VOR/DME	CASSH, NY FIX	3000
CASSH, NY FIX	*WIGAN, NY FIX	3100
*8000 - MCA WIGAN, NY FIX , N BND		
GROUP, NY FIX	*ALBANY, NY VORTAC	**6000
*6000 - MCA ALBANY, NY VORTAC , S BND		

**2800 - GNSS MEA

§95.6157 VOR FEDERAL AIRWAY V157

FROM	TO	MEA
IS AMENDED TO READ IN PART		
KINGSTON, NY VOR/DME *8000 - MCA WIGAN, NY FIX , N BND	*WIGAN, NY FIX	3100
GROUP, NY FIX *6000 - MCA ALBANY, NY VORTAC , S BND **2800 - GNSS MEA	*ALBANY, NY VORTAC	**6000

§95.6405 VOR FEDERAL AIRWAY V405

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CARMEL, NY VOR/DME	CASSH, NY FIX	3000
CASSH, NY FIX	PAWLING, NY VOR/DME	3100

§95.6468 VOR FEDERAL AIRWAY V468

FROM	TO	MEA
IS AMENDED TO READ IN PART		
*BATTLE GROUND, WA VORTAC *5300 - MCA BATTLE GROUND, WA VORTAC , NE BND **7200 - MOCA **8000 - GNSS MEA	TROTS, WA FIX	**10000
*SWANY, WA FIX *11500 - MCA SWANY, WA FIX , SW BND **6800 - MOCA **7000 - GNSS MEA	HITCH, WA FIX	**8500
HITCH, WA FIX	YAKIMA, WA VORTAC	
	SW BND	*8500
	NE BND	*5000
*4400 - MOCA *5000 - GNSS MEA		
GLEED, WA FIX	ELLENSBURG, WA VORTAC	6000